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SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAP's. The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 14 CFR 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAP's contained in this amendment are based on the criteria contained in the United States Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with a Global Positioning System (GPS) and or Flight Management System (FMS) equipment. In consideration of the above, the applicable SIAP's will be altered to include "or GPS or FMS" in the title without otherwise reviewing or modifying the procedure. (Once a stand alone GPS or FMS procedure is

developed, the procedure title will be altered to remove "or GPS or FMS" from these non-localizer, non-precision instrument approach procedure titles.)

The FAA has determined through extensive analysis that current SIAP's intended for use by Area Navigation (RNAV) equipped aircraft can be flown by aircraft utilizing various other types of navigational equipment. In consideration of the above, those SIAP's currently designated as "RNAV" will be redesignated as "VOR/DME RNAV" without otherwise reviewing or modifying the SIAP's.

Because of the close and immediate relationship between these SIAP's and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are, impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC on October 30, 1998.

Richard O. Gordon,

Acting Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113-40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

§§ 97.23, 97.27, 97.33, 97.35 [Amended]

2. Amend 97.23, 97.27, 97.33 and 97.35, as appropriate, by adding, revising, or removing the following SIAP's, effective at 0901 UTC on the dates specified:

* * * *Effective December 03, 1998*

St. Paul Island, AK, St. Paul Island, NDB/DME or GPS RWY 18, Amdt 2A
CANCELLED

St. Paul Island, AK, St. Paul Island, NDB/DME RWY 18, Amdt 2A

Pueblo, CO., Pueblo Memorial, VOR or TACAN or GPS RWY 26R, Amdt 27
CANCELLED

Pueblo, CO., Pueblo Memorial, VOR or TACAN RWY 26R, Amdt 27

Pueblo, CO., Pueblo Memorial, NDB or GPS RWY 8L, Amdt 19 CANCELLED

Pueblo, CO., Pueblo Memorial, NDB RWY 8L, Amdt 19

Glenwood, MN, Glenwood Muni, VOR or GPS RWY 33, Amdt 1 CANCELLED

Glenwood, MN, Glenwood Muni, VOR RWY 33, Amdt 2

Racine, WI, John H Batten Field, NDB or GPS RWY 4, Amdt 3A CANCELLED

Racine, WI, John H Batten Field, NDB RWY 4, Amdt 3A

[FR Doc. 98-29782 Filed 11-5-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29379; Amdt. No. 1897]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference-approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials.

Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment stated the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and procedures (44 FR 11035; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR part 97

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC, on October 30, 1998.

Richard O. Gordon,

Acting Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120, 44701; and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

Effective 3 December, 1998

Page, AZ, Page Muni, VOR-B, Orig
Page, AZ, Page Muni, VOR or GPS-A, Orig,
CANCELLED
Petaluma, CA, Petaluma Muni, VOR RWY 29, Orig
Titusville, FL, Space Coast Regional, NDB OR GPS RWY 18, Amdt 12
Titusville, FL, Space Coast Regional, ILS RWY 36 Amdt 1
Sulphur, LA, Southland Field, GPS RWY 15, Amdt 1
Sulphur, LA, Southland Field, NDB RWY 15, Amdt 1
Sulphur, LA, Southland Field, LOC RWY 15, Amdt 1
Missoula, MT, Missoula International, ILS RWY 11, Amdt 11
Portsmouth, NH, Peace Intl Tradeport, ILS RWY 16, Orig
Portsmouth, NH, Peace Intl Tradeport, GPS RWY 16, Amdt 1
Portsmouth, NH, Peace Intl Tradeport, VOR OR TACAN RWY 16, Amdt 5
Shelby, NC, Shelby Muni, NDB RWY 5, Amdt 4, CANCELLED
Shelby, NC, Shelby Muni, NDB RWY 5, Orig
Shelby, NC, Shelby Muni, NDB RWY 23, Orig

Effective 31 December, 1998

Hugo, OK, Stan Stamper Muni, NDB OR GPS RWY 35, Amdt 1

Effective 28 January, 1999

Yakutat, AK, Yakutat, VOR/DME RWY 2, Amdt 1
 Yakutat, AK, Yakutat, VOR/RWY 11, Amdt 11A, CANCELLED
 Yakutat, AK, Yakutat, VOR/DME RWY 11, Orig
 Yakutat, AK, Yakutat, VOR/ RWY 29, Amdt 4
 Yakutat, AK, Yakutat, VOR/DME RWY 29, Orig
 Yakutat, AK, Yakutat, LOC/DME BC RWY 29, Amdt 2
 Yakutat, AK, Yakutat, NDB RWY 11, Amdt 2
 Yakutat, AK, Yakutat, ILS RWY 11, Amdt 4
 Yakutat, AK, Yakutat, GPS RWY 2, Orig
 Delano, CA, Delano Muni, VOR RWY 32, Amdt 8
 Delano, CA, Delano Muni, GPS RWY 32, Amdt 1
 Fresno, CA, Fresno-Chandler Downtown, GPS RWY 12R, Orig
 Lincoln, CA, Lincoln Regional/Karl Harder Field, GPS RWY 15, Orig
 Lincoln, CA, Lincoln Regional/Karl Harder Field, GPS RWY 32, Orig
 Madera, CA, Madera Muni, VOR RWY 30, Amdt 10
 Madera, CA, Madera Muni, GPS RWY 30, Amdt 1
 San Diego (El Cajon), CA, Gillespie Field, LOC-D, Amdt 10
 San Jose, CA, San Jose Intl, VOR RWY 12R, Amdt 3
 San Jose, CA, San Jose Intl, ILS RWY 12R, Amdt 5
 San Jose, CA, San Jose Intl, GPS RWY 12R, Orig
 San Jose, CA, San Jose Intl, VOR/DME RWY 30L, Amdt 1
 San Jose, CA, San Jose Intl, LOC/DME RWY 30L, Amdt 11
 San Jose, CA, San Jose Intl, NDB/DME RWY 30L, Amdt 5
 San Jose, CA, San Jose Intl, ILS RWY 30L, Amdt 21
 San Jose, CA, San Jose Intl, GPS RWY 30L, Orig
 Victorville, CA, Southern California Intl, VOR/DME RWY 17, Orig
 Jasper, GA, Pickens County, NDB RWY 34, Amdt 1, CANCELLED
 Jasper, GA, Pickens County, GPS RWY 34, Orig
 Perry, IA, Perry Muni, GPS RWY 13, Orig
 Perry, IA, Perry Muni, GPS RWY 31, Orig
 Salina, KS, Salina Muni, VOR RWY 17, Amdt 1
 Salina, KS, Salina Muni, NDB RWY 35, Amdt 17
 Salina, KS, Salina Muni, ILS RWY 35, Amdt 19
 Salina, KS, Salina Muni, GPS RWY 12, Orig
 Salina, KS, Salina Muni, GPS RWY 17, Orig
 Salina, KS, Salina Muni, GPS RWY 30, Orig
 Salina, KS, Salina Muni, GPS RWY 35, Orig
 Hartford, KY, Ohio County, GPS RWY 3, Orig
 Hartford, KY, Ohio County, GPS RWY 21, Orig
 Louisville, KY, Bowman Field, GPS RWY 24, Orig
 Natchitoches, LA, Natchitoches Regional, NDB OR GPS RWY 34, Amdt 4
 New Orleans, LA, Lakefront, LORAN RNAV RWY 18R, Orig-A, CANCELLED
 Rush City, NM, Rush City Rgnl, GPS RWY 34, Orig

Libby, MT, Libby, GPS-A, Orig
 Statesville, NC, Statesville Muni, GPS RWY 10, Amdt 1
 Superior, NE, Superior Muni, VOR/DME OR GPS-A, Amdt 1
 Roswell, NM, Roswell Industrial Air Center, RADAR-1, Orig
 Ellenville, NY, Joseph Y Resnick, GPS RWY 4, Orig
 Ellenville, NY, Joseph Y Resnick, GPS RWY 22, Orig
 Washington Court House, OH, Fayette County, NDB RWY 22, Amdt 4
 Washington Court House, OH, Fayette County, GPS RWY 22, Orig
 Frederick, OK, Frederick Muni, GPS RWY 35L, Amdt 1
 Aiken, SC, Aiken Muni, GPS RWY 6, Orig
 Aiken, SC, Aiken Muni, GPS RWY 24, Orig
 Gregory, SD, Gregory Muni, GPS RWY 31, Amdt 1
 San Antonio, TX, San Antonio Intl, GPS RWY 3, Orig
 San Antonio, TX, San Antonio Intl, GPS RWY 12R, Orig
 San Antonio, TX, San Antonio Intl, GPS RWY 30L, Orig
Note: The FAA published the following amendment in Docket No. 29357, Amdt No. 1893 to Part 97 of the Federal Aviation Regulations (Volume 63, No. 197, Page 54573; dated Tuesday, October 13, 1998) under Section 97.25 effective December 3, 1998 which is hereby rescinded:
 San Diego (El Cajon), CA, Gillespie Field, LOC-D, Amdt 10

[FR Doc. 98-29780 Filed 11-5-98; 8:45 am]
 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29380; Amdt. No. 1898]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendment

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for such SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination—1, FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, US Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airman (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation's Regulations (FAR). Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of